

IN COMMEMORATION
NELSON
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THE VICTORIAN CLUB

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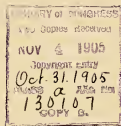
HORATIO LORD NELSON
(1758-1805)

IN COMMEMORATION OF THE
ONE HUNDREDTH ANNIVERSARY OF
THE DEATH OF NELSON
AT THE BATTLE OF TRAFALGAR
TREMONT TEMPLE, BOSTON, MASS., U. S. A.
SATURDAY, OCTOBER TWENTY-FIRST, MCMV

Official Programme

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HER MAJESTY QUEEN VICTORIA

Born May 24, 1819 Ascended the throne June 20, 1837 Died Jan. 22, 1901

Under the Auspices of
THE VICTORIAN CLUB OF BOSTON

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Ascended the throne Jan. 22, 1901

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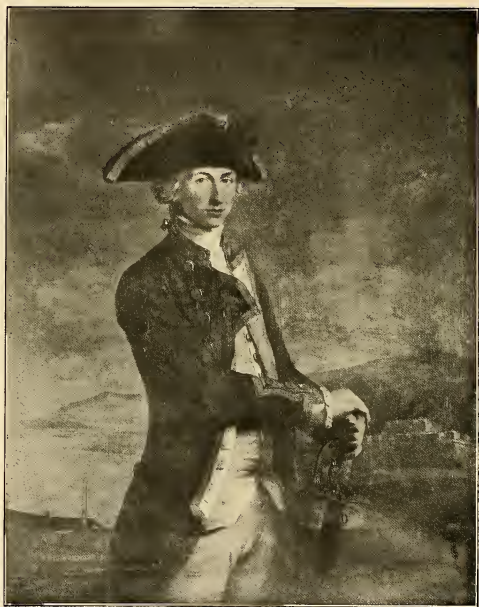
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HER MAJESTY QUEEN ALEXANDRA



CAPTAIN NELSON

In 1781; aged twenty-two

From the painting by F. Rigaud, in the possession of Earl Nelson

HORATIO NELSON

HORATIO NELSON was the fifth son of the Reverend Edmund Nelson, Rector of Burnham Thorpe in the county of Norfolk. He was born at Burnham Thorpe on September 29, 1758. On January 1, 1771, he was entered as midshipman on board the 64-gun ship *Raisonnable*, commanded by his maternal uncle, Captain Maurice Suckling. The *Raisonnable* was not long in commission, and Captain Suckling was transferred to the *Triumph*, 74, guard-ship in the Medway, and took Nelson with him. The young midshipman was then sent on board a merchant vessel trading to the West Indies, returning to the *Triumph* in July, 1772. In the following spring, at his earnest request, he was entered on the books of the *Carcass*, Captain Lutwidge, which, with the *Racehorse*, Captain Phipps, was despatched on a voyage of exploration in the Arctic Seas. In October, 1773, Nelson, on the return of the expedition, was appointed to the *Seahorse*, 20-gun frigate, fitting out for the East Indies under the command of Captain George Farmer. In 1776 he was invalided home from her, and returned to England on the *Dolphin*, which was paid off in September, 1776. Two days later Nelson was appointed acting-lieutenant of the *Worcester*, 64, and in her first visited the Mediterranean. In April, 1777, he was promoted lieutenant of the 32-gun frigate *Lowestoffe*, Captain William Locker, under orders for the West Indies. Locker had been trained by the great admiral, Hawke, and to him Nelson was largely indebted for much advice and help in developing his professional knowledge. Early in the following year Sir Peter Parker, Commander-in-Chief on the Jamaica station, promoted Nelson into his flag-ship, the *Bristol*, 74. Thence he was transferred to the *Badger*, 18-gun brig, with the rank of commander; cruised in her for six months, and was then posted to the *Hinchinbrook*, 28-gun frigate, thus attaining his captaincy when only nineteen years and nine months old. He took part in the siege of Fort San Juan, at which he greatly distinguished himself, and while so occupied was appointed to the *Janus*, 44-gun ship. He was compelled to return home through ill-health, making the passage in the *Victor* sloop. In 1781 he was put in command of the 28-gun frigate *Albemarle*, in which he performed convoy duty to Elsinore first and to Newfoundland and Quebec next. Thence he took his ship to New York, where he joined the fleet under the command of Lord Hood, who took him to the West Indies. In 1783 the *Albemarle* returned to England and was paid off, her captain being placed on half-pay. He visited France during this period. In March, 1784, he was appointed to the 28-gun frigate *Boreas*, and

took her out to the West Indies. While there he married Mrs. Frances Nisbet, the widow of Doctor Josiah Nisbet, on March 12, 1787. In the same year his ship was ordered home, and was paid off in December. Nelson was eager to have another command, but he had to wait some time before his desire was gratified. France was then in the throes of revolution, and war with that country was impending. It was declared officially in February, 1793, and on the previous 30th of January Nelson was appointed to the *Agamemnon*, 64-gun ship, with which his name is most closely connected. From this time until, twelve years later, he died in the hour of victory at Trafalgar, Nelson's career was one of constant warfare at sea. "With the exception of the *Victory*," says Captain Mahan, "under whose flag he fell after two years of arduous, heartbreaking uncertainties, no ship has such intimate association with the name and career of Nelson as has the *Agamemnon*. And this is but natural, for to her he was the captain, solely, simply, and entirely; identified with her alone, glorying in her excellencies and in her achievements, one in purpose and in spirit with her officers and seamen; sharing their hopes, their dangers, and their triumphs; quickening them with his own ardour, moulding them into his own image, until vessel and crew, as one living organism, reflected in act the heroic and unyielding energy that inspired his feeble frame."

In June of that year Nelson sailed with Lord Hood's fleet for Gibraltar and the Mediterranean, arriving off Toulon in the middle of July. Ere long the city and port were handed over to the British, Nelson being hurried to Naples to fetch troops to compose the garrison. Toulon, however, was recaptured by the Revolutionary troops, their success being due to the skill of a young artillery officer, called Bonaparte. Meanwhile Nelson was constantly occupied on detached service; he took part in the blockade of Corsica, besieged Bastia and Calvi, where he lost the sight of his right eye; fought and crippled the 80-gun ship *Ça Ira*, and compelled the partial fleet action of March 14, 1795. He commanded a detached squadron on the Genoa Riviera, first under Hotham and then under Jervis, hoisting his broad pendant as commodore in 1796. On June 11, 1796, he left the *Agamemnon*, shifting his broad pendant to the *Captain*, 74. But his old ship, to which he was so much attached, rejoined him later and was with him, under command of a different captain, at Copenhagen and at Trafalgar. In the *Captain* Nelson took part in the blockade of Leghorn, the seizure of the island of Elba. He was later sent from Gibraltar to Elba, which was to be evacuated. He hoisted his commodore's pendant on board the *Minerve*, 38-gun frigate, and fought and took a Spanish frigate, *La Sabina*, being immediately afterwards attacked by a second, which he beat off. He was then chased by two ships-of-the-line, and had to abandon his prize. "Taken in its entirety," says Captain Mahan, "the episode of this nearly forgotten mission to Elba is singularly characteristic, not only of Nelson's own qualities, but also of those occurrences which, whatever the origin attributed to them by this or that person, impress upon a man's career the stamp of 'fortunate.' An errand purely of evasion, not in itself of prime importance, but for an object essentially secondary, it results in a night combat of



H. M. S. "VICTORY"

NELSON'S FLAG-SHIP

unusual brilliancy. . . . With every spar wounded, and a hostile fleet in sight, the *Minerve*, nevertheless, makes good her retreat. Solitary, in an enemy's sea, she roams with premeditated deliberateness, escaping molestation, and, except in the first instance, even detection. She carries the fortunes of a Cæsar yet unknown, who is ready to stake them at any moment for adequate cause; but everything works together, not merely for his preservation, but to bring him up just in time for the exceptional action, which showed there was more to him than even his untiring energy and fearlessness had so far demonstrated."

This exceptional action is the battle of Cape St. Vincent, in which Admiral Jervis commanded. The Spaniards had twenty-seven ships-of-the-line, the British fifteen. Nelson had sailed right into the Spanish fleet in the *Minerve*, while hastening to rejoin the admiral, and as soon as he succeeded in doing so, went on board his own seventy-four, the *Captain*, in which he, by the "sudden and spontaneous act,"—leaving the line and intercepting the eighteen weather ships of the Spaniards,—“for which he had no authority, by signal or otherwise, except his own judgment and quick perceptions, . . . entirely defeated the Spanish movement” and secured the victory. Nelson received the knighthood of the Bath for his splendid share in the action. The *Captain* had suffered so much in the engagement that Nelson had to shift his pendant to the *Irresistible*, 74, and on the first of April of the same year he received official notification that he had been promoted to be Rear-Admiral of the Blue on the 20th of February. He was at this time thirty-eight years and six months old, and it was on the *Captain*, to which he now returned, that he hoisted his well-won flag. On May 27, 1797, he again shifted his flag into the *Theseus*, 74, and in this ship commanded the naval side of the unsuccessful expedition against Teneriffe. In the boat attack Nelson was struck by a grape-shot in the right elbow; the arm had to be amputated, and he was invalided to England, returning in the *Seahorse* frigate. On March 20, 1798, he hoisted his flag on board the *Vanguard*, 74, and on April 30 rejoined Admiral Jervis off Cadiz. He was then placed in command of a small squadron for the purpose of watching the operations of the French fleet then fitting out in Toulon, and destined for the Egyptian expedition under Bonaparte. For one month, from July 1 to August 1, Nelson scoured the Mediterranean in search of his foe, and at last discovered him lying in Aboukir Bay, fifteen miles east of Alexandria. Admiral Brueys, in command of the French fleet, had thirteen ships-of-the-line, of which one, the *Orient*, was of 120 guns, and three of 80 guns, the remainder being 74's. Nelson had thirteen 74's and one 50-gun ship. He attacked without hesitation or delay, although several of his ships were unable to second him at once, and one, the *Culloden*, struck on a shoal and was thus prevented from taking part in the battle. The victory was complete. Nelson, who was wounded in the head, was advanced to the peerage as Baron Nelson of the Nile. After spending some time in the Mediterranean, chiefly in the vicinity of Naples, he was created Duke of Bronte by the King of Naples, and in 1800 returned to England for his health. He was promoted

Vice-Admiral of the Blue on New Year's Day, 1800, and hoisted his flag on the *San Josef*, the three-decker he had captured at Saint Vincent.

The difficulties with Denmark having come to a crisis, a British fleet, under the command of Sir Hyde Parker, was sent to require the handing over of the Danish fleet. Nelson was selected to accompany Sir Hyde as second in command, and on January 12, 1801, shifted his flag to the *Saint George*, 98, taking Hardy with him as his captain. Nelson's plan for the attack on the fleet and fortifications of Copenhagen having been adopted by the commander-in-chief, he was given the command of the attacking force, twelve ships-of-the-line. Nelson hoisted his flag on the *Elephant*, 74, and won a decisive victory, the effect of which was far-reaching. He was then created Viscount Nelson, and shortly after his return to England was placed in command of the Particular Service Squadron, charged with the duty of protecting England from the threatened invasion by Bonaparte. Nelson embarked on board the *Unité*, 36-gun frigate, captured some years before from the French, and in her maintained a close watch of the enemy. On the 10th of April, 1802, he struck his flag, and from the end of October, when he left the flagship, until May, 1803, he remained on shore. On the 6th of that month he received orders to prepare for departure; on the 16th war was declared against France; on the same day, at the Admiralty, Nelson received his commission as commander-in-chief in the Mediterranean, and on the 20th sailed for his station, in the *Victory*, of 100 guns, which was to be his last ship. The long watch before Toulon, the incessant cruising in the Mediterranean, the unflagging watch kept upon the movements of the fleet under Villeneuve, fill up the period that follows. Nelson was promoted to Vice-Admiral of the White in May, 1804. It was his last promotion. Shortly afterwards Villeneuve escaped from Toulon, and Nelson pursued him to the West Indies and back, though he was unable to come up with him. He left his squadron with Cornwallis off Brest, returned to England in August, 1805, and remained on shore for a short time. But the hearts and hopes of Britain were all with him, and on September 14, 1805, he again hoisted his flag on board the *Victory* at Portsmouth, and sailed the following day, Sunday. On Saturday, September 28, the *Victory* reached the fleet, then numbering twenty-nine sail-of-the-line, and the main body of which lay between fifty and twenty miles west of Cadiz, where lay the combined French and Spanish fleets, numbering thirty-six ships-of-the-line. On the 18th of October his inshore frigates signalled the welcome news, "The enemy are coming out of port." It was on the following day that Villeneuve came out with thirty-three ships, eighteen of which were French and fifteen Spanish. Nelson had twenty-seven ships-of-the-line, among them the *Agamemnon*, his old love, now under the command of Captain Sir Edward Berry. Hardy was with him on the *Victory*, and Collingwood, Vice-Admiral of the Blue, was on the *Royal Sovereign* and had the honour of leading into action.

Shortly before noon, on this 21st of October, Nelson caused to be made the immortal signal, "England expects that every man will do his duty," which was received with

tremendous cheers. At half-past twelve the *Victory* came under fire, and not quite an hour later the great Nelson was mortally wounded. After the victory the remains of the heroic commander were brought home on his own ship and buried in St. Paul's Cathedral.

THE DECORATIONS

The entire scheme of decoration has been worked out by the Committee in charge of this part of the work. It brings out strongly the object and character of the Commemoration: NELSON, and the fundamental principle of his life — the fulfilment of Duty.

The great arch is filled in with a reproduction of the painting by W. L. Wyllie, Associate of the Royal Academy, London, which attracted so much attention at the Exhibition this year. It is entitled "Trafalgar, 2.30 p. m., October 21st, 1805." The brief description of the battle, elsewhere given, will enable the audience to understand the condition of affairs represented in Mr. Wyllie's painting: the moment is that when the whole of the combined fleet, with the exception of the dismasted *Santisima Trinidad*, to leeward of the *Bucentaure*, which had already struck, was beginning to put about, and when the decisive hour of the battle had come to an end. NELSON lay dying in the cockpit of the *Victory*. The *Redoubtable*, from the mizzen-top of which ship the fatal bullet had been fired, had struck, after a most gallant defence, in which she lost 300 men killed and 222 wounded, out of a crew of 643.

Above the arch are displayed the words of the never-to-be-forgotten signal: "ENGLAND EXPECTS THAT EVERY MAN WILL DO HIS DUTY." This signal was made as the fleet, formed into two columns, was bearing down upon the enemy. One column was led by NELSON himself in the *Victory*, the other by his friend Collingwood, in the *Royal Sovereign*. The number of flags used in making the signal was ten, and the various combinations of these ten flags, in twelve separate hoists, spelled the words. The word "Duty" had to be spelled out letter by letter, and therefore required four hoists. These flag hoists are shown on either side of the heroic statue of the Admiral, and are to be read from left to right.

THE WORDS

Under the flag hoists, on a broad band of blue, are the words: "Thank God! I have done my duty." These were repeated by the dying NELSON "as long as the power of speech remained." "Happy he who lives to finish his task," says Captain Mahan, in his "Life" of the great Admiral. "The words, 'I have done my duty,' sealed the closed

book of Nelson's story with a truth broader and deeper than he himself could suspect. His duty was done, and its fruit perfected. Other men have died in the hour of victory, but for no other has victory so singular and so signal graced the fulfilment and ending of a great life's work. 'Finis coronat opus' has of no man been more true than of Nelson."

The central and significant keynote of the decoration scheme, is the heroic statue of NELSON, the work of Mr. H. H. Kitson, of the Victorian Club, which represents the Admiral on the deck of the *Victory*, during the heat of the battle and immediately before he fell. This statue is the personal contribution of the Sculptor to the Commemoration. It stands upon a pedestal four feet high, in an arch surmounted by a trophy of flags and the Imperial crown. On either side, against the dark red background, are displayed the Union Jack and the White Ensign of the Royal Navy.

On either side of the main decoration are trophies of flags, composed of the Union Jack of the British Empire, the Stars and Stripes of the United States, and the Rising Sun flag of the Empire of Japan, the ally of Great Britain.

The panels between the bays of the gallery balcony are decorated with the names of the various ships in which NELSON served from the moment he went to sea. The gun-rating of each ship is indicated by the figures.

The central part of the balcony, opposite the speakers' platform, is decorated with a trophy of British, American, and Japanese national flags.

THE UNION JACK

The British fleet, at the time of the Battle of Trafalgar, was divided into three squadrons, respectively called the White, the Red, and the Blue; and Admirals, Vice and Rear Admirals were known as of the White, the Red, or the Blue. The ships in these divisions wore the White, the Red, or the Blue Ensign, the former being the Red-Cross flag of Saint George, and all with the Union Jack in the upper canton. The Battle of Trafalgar was the first great battle in which the present Union Jack and the present White Ensign of the Royal Navy were flown. The legislative union of Ireland to Great Britain had but just taken place, and the Union Jack, till then composed of the English and Scottish crosses only, had been amplified by the addition of the Irish or Saint Patrick's Cross. To prevent confusion, NELSON ordered all the ships of the British fleet, no matter to what division they belonged, to fly the White Ensign on going into the Battle of Trafalgar.

THE BATTLE OF TRAFALGAR

The Battle of Trafalgar was fought between a British fleet, under the command of Vice-Admiral Lord NELSON, K. B., and a combined French and Spanish fleet, under the command of the French Vice-Admiral Villeneuve.

The ships engaged were : —

BRITISH

100-gun ships :	<i>Victory</i>	Vice-Admiral of the White, Lord NELSON, K.B. Captain Thomas Masterman Hardy.
	<i>Royal Sovereign</i>	Vice-Admiral of the Blue, Cuthbert Collingwood. Captain Edward Rotheram.
	<i>Britannia</i>	Rear-Admiral of the White, the Earl of Northesk. Captain Charles Bullen.
98-gun ships :	<i>Téméraire</i>	Captain Eliab Harvey.
	<i>Prince</i>	Captain Richard Grindall.
	<i>Neptune</i>	Captain Thomas Francis Fremantle.
	<i>Dreadnought</i>	Captain John Conn.
80-gun ship :	<i>Tonnant</i>	Captain Charles Tyler.
74-gun ships :	<i>Belleisle</i>	Captain William Hargood.
	<i>Revenge</i>	Captain Robert Moorsom.
	<i>Mars</i>	Captain George Duff.
	<i>Spartiate</i>	Captain Sir Francis Laforey, Bt.
	<i>Defiance</i>	Captain Philip Charles Durham.
	<i>Conqueror</i>	Captain Israel Pellew.
	<i>Defence</i>	Captain George Hope.
	<i>Colossus</i>	Captain James Nicoll Morris.
	<i>Leviathan</i>	Captain Henry William Bayntun.
	<i>Achille</i>	Captain Richard King.
	<i>Bellerophon</i>	Captain John Cooke.
	<i>Minotaur</i>	Captain Charles John Moore Mansfield.
	<i>Orion</i>	Captain Edward Codrington.
	<i>Swiftsure</i>	Captain William George Rutherford.
	<i>Ajax</i>	Lieut. John Pilfold, <i>acting</i> .
	<i>Thunderer</i>	Lieut. John Stockham, <i>acting</i> .
64-gun ships :	<i>Polyphemus</i>	Captain Robert Redmill.
	<i>Africa</i>	Captain Henry Digby.
	<i>Agamemnon</i>	Captain Sir Edward Berry.

These formed the line of battle. In addition there were the

Frigates :	<i>Euryalus</i>	Captain the Hon. Henry Blackwood.
	<i>Naiad</i>	Captain Thomas Dundas.
	<i>Phoebe</i>	Captain Hon. Thomas Bladen Capel.
	<i>Sirius</i>	Captain William Prowse.
Schooner :	<i>Pickle</i>	Lieut. John Richards Lapenotiere.
Cutter :	<i>Entreprenante</i>	Lieut. John Puer.

FRENCH

80-gun ships :	<i>Bucentaure</i>	Vice-Admiral Villeneuve.
		Captain Magendie.
	<i>Formidable</i>	Rear-Admiral Dumanoir-le-Pelley.
		Captain Letellier.
	<i>Neptune</i>	Commodore Maistral.
	<i>Indomptable</i>	Commodore Hubert.
74-gun ships .	<i>Algésiras</i>	Rear-Admiral Magon.
		Captain Brouard.

	<i>Pluton</i>	Commodore Cosmao-Kerjulien.
	<i>Mont Blanc</i>	Commodore La Villegris.
	<i>Intrépide</i>	Commodore Infernet.
	<i>Swiftsure</i>	Captain l' Hospitalier-Villemandrin.
	<i>Aigle</i>	Captain Gourrège.
	<i>Scipion</i>	Captain Béranger.
	<i>Duguay-Trouin</i>	Captain Touffet.
	<i>Berwick</i>	Captain Filhol-Camas.
	<i>Argonaute</i>	Captain Epron.
	<i>Achille</i>	Captain Denieport.
	<i>Redoutable</i>	Captain Lucas.
	<i>Fougueux</i>	Captain Beaudouin.
	<i>Héros</i>	Captain Poulain.
Frigates :	<i>Cornélie ; Hermione ; Hortense ; Rhin ; Thémis.</i>	
Brigs :	<i>Argus ; Furet.</i>	

SPANISH

130-gun ship :	<i>Santisima Trinidad</i>	Rear-Admiral Cisneros.
		Commodore de Uriarte.
112-gun ships :	<i>Príncipe de Asturias</i>	Admiral Gravina.
		Rear-Admiral Escano.
	<i>Santa Ana</i>	Vice-Admiral de Alava.
		Captain Gardoqui.
100-gun ship :	<i>Rayo</i>	Commodore Macdonel.
80-gun ships :	<i>Neptuno</i>	Commodore Valdés.
	<i>Argonauta</i>	Commodore Parejas.
74-gun ships :	<i>Bahama</i>	Captain Galiano.
	<i>Montanes</i>	Captain Salzedo.
	<i>San Augustino</i>	Captain Cagigal.
	<i>San Ildefonso</i>	Captain Bargas.
	<i>San Juan Nepomuceno</i>	Captain Churruca.
	<i>Monarca</i>	Captain Argumosa.
	<i>San Francisco de Asisi</i>	Captain de Flores.
	<i>San Justo</i>	Captain Gaston.
64-gun ship :	<i>San Leandro</i>	Captain Quevedo.

Vice-Admiral Villeneuve was in supreme command of the combined fleets, and on October 20 had his ships outside of Cadiz harbour, in which they had been lying. At half-past nine on the morning of October 19, the day on which Villeneuve began his movement, NELSON received information from his scout frigates that the enemy was coming out of port, and immediately made sail in that direction. The next morning, at daybreak, the British fleet was off the entrance to the Straits of Gibraltar, but saw nothing of the enemy. It wore, and stood north-west. At seven the *Phoebe* signalled that the allied fleet bore north, and the pursuit was continued. At six in the morning of October 21, Cape Trafalgar bearing east by south distant about twenty-one miles, the enemy was descried from the *Victory* and her immediate consorts.

Forty minutes later NELSON made the signal to form the order of sailing in two columns and to prepare for battle. At half-past eight, the British then bearing down,

the French Admiral signalled to form line of battle in close order upon the larboard (port) tack, but it was nearly ten o'clock before, owing to the lightness of the wind, the manœuvre was executed.

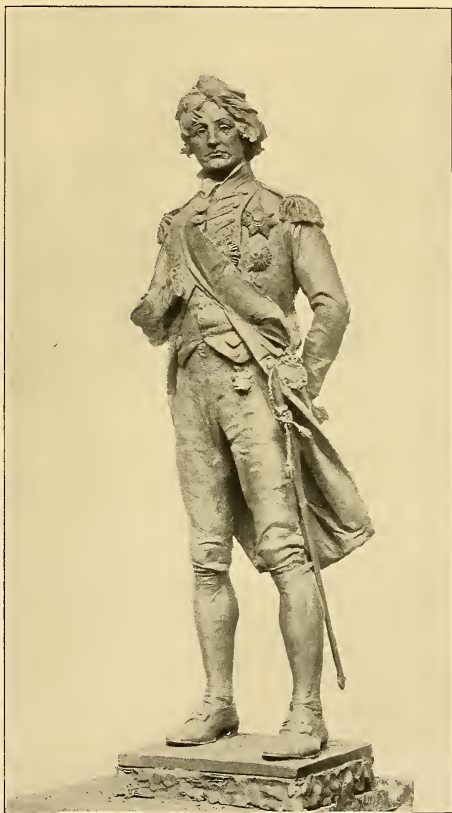
At half-past eleven NELSON signalled the fleet to anchor at the close of the battle, and immediately afterwards, as a final message, sent the immortal call: "ENGLAND EXPECTS THAT EVERY MAN WILL DO HIS DUTY," which was received with tremendous cheering.

At noon the *Fougueux* fired the first gun at the *Royal Sovereign*, which was leading the weather column. Immediately the three British Admirals hoisted their respective flags (NELSON white at the fore; Collingwood blue at the fore; Northesk white at the mizzen), and every ship set the White Ensign, and, at the same time, a Union Jack at the maintopmast stay, and another on the foretopgallant stay. At the *Victory's* maintopgallant masthead flew signal No. 16, a red, white, and blue flag, the colours horizontal, over a red and white flag, the meaning of which was known to every man in the fleet: "Engage the enemy more closely."

The allied fleets hoisted their ensigns in reply to the challenge of the British.

At ten minutes past noon the *Royal Sovereign* broke through the enemy's line, and ten minutes afterwards the *Bucentaure* fired a shot at her to try the range. At one o'clock the *Victory* struck the line in her turn, leading the second column, and crossed the wake of the *Bucentaure*, having, for some forty minutes, been the target for the fire of the *Bucentaure* and seven or eight other ships. Reserving her fire, she poured a double-shotted broadside into the stern of the French flag-ship as she crossed her, raking her from stern to stem, dismounting twenty guns and killing four hundred of the crew. Then she ran on board of the French 74-gun ship *Redoutable*, and the pair lay alongside each other, hammering away in a manner that reflected glory upon the Frenchman, which, when it finally struck, at twenty minutes past two o'clock, had lost 300 killed and 222 wounded out of a crew of 643. The *Redoutable* had men in her tops, as was not the case on the *Victory*. It was from the mizzen top that, at twenty-five minutes past one, NELSON was shot. That was the beginning of "the decisive hour of the fight," says Captain Mahan. NELSON was carried below, and lingered, in great pain, until half-past four o'clock, when he expired.

From near half-past one until between half-past two and three, the British ships continued, as they slowly came up in the light breeze, to break through the allied line and to smash their opponents; the *Victory*, with her wounded Admiral, fought the *Redoutable* and other ships in the vicinity, the *Téméraire* having run on board of the flag-ship's first antagonist, with the French *Fougueux* on the other side of herself. At five minutes past two the French flag-ship, the *Bucentaure*, struck. By three o'clock the firing began to slacken, and at five o'clock ceased altogether, seventeen of the enemy's ships having been taken and one having blown up. The command, when the great NELSON died, devolved upon Vice-Admiral Collingwood.



NELSON AT TRAFALGAR

Henry Hudson Kitson, Sculptor, 1905



ALFRED T. MAHAN

Captain United States Navy. Oxford, D.C.L., 1894; Cambridge, LL.D., 1894; Harvard, LL.D., 1895; Yale, LL.D., 1897; McGill, LL.D., 1900; Columbia, LL.D., 1900. Appointed to the Navy, 1856; commissioned Lieutenant, 1861; Lieut. Commander, 1872; Captain, 1885; served through the Civil War, and afterwards in the South Atlantic, Pacific, Asiatic, and European Squadrons; in 1886 became President of the Naval War College; 1893, placed in command of U.S.S. *Chicago* of the European Squadron; American Delegate to the Peace Conference at The Hague, 1899.

PUBLICATIONS: "The Gulf and Inland Waters," 1883; "Influence of Sea Power upon History," 1890; "Influence of Sea Power upon French Revolution and Empire," 1892; "Life of Admiral Farragut," 1892; "Life of Nelson," 1897; "The Embodiment of the Sea Power of Great Britain"; "The Interests of the United States in Sea Power," 1897; "Lessons of the War with Spain," 1899; "A Short History of the South African War," 1900; "The Problem of Asia," 1900; "Types of Naval Officers," 1901; "Retrospect and Prospect," 1902.

Programme

Selection: *Irish Melodies* THE SALEM CADET BAND

Selection: *Songs of Scotland* THE BAND

Selection: *English Ballads* THE BAND

The Star-Spangled Banner THE BAND

Rule, Britannia! THE BAND

Address

PROFESSOR F. C. DE SUMICHRAST

President of the Victorian Club

Address

SIR HENRY MORTIMER DURAND, G. C. M. G., K. C. S. I., K. C. I. E.

His Britannic Majesty's Ambassador at Washington

Nautical Fantasia THE BAND

Address — "NELSON"

CAPTAIN A. T. MAHAN

United States Navy

Vocal Solo: *The Death of Nelson* MR. STEPHEN TOWNSEND

Programme

(CONTINUED)

The Red, White, and Blue THE BAND

Address

ADMIRAL OF THE FLEET SIR EDWARD HOBART SEYMOUR

Royal Navy, G. C. B., O. M.

Naval Ditties THE BAND

COMMANDER TAKESHITA

Imperial Japanese Navy, Naval Attachi to the Legation at Washington

Imperial Japanese Hymn THE BAND

My Country, 't is of Thee THE BAND

God Save the King THE BAND

Recessional THE BAND

The Chair will be taken at eight o'clock

The Ushers are instructed not to show persons to their seats during any of the addresses

Address

SURGEON-GENERAL BARON S. SUZUKI

Imperial Japanese Navy



THE RIGHT HONOURABLE
SIR HENRY MORTIMER DURAND
G.C.M.G., K.C.S.I., K.C.I.E.

Barrister of Lincoln's Inn, 1872; Bengal Civil Service, 1873; Political Secretary to Sir Frederick, now Earl, Roberts during Kabul Campaign, 1879; Foreign Secretary in India, 1884-94; conducted mission to Ameer of Afghanistan, 1893; Minister at Teheran, 1894-1900. Ambassador and Consul General at Madrid; now Ambassador and Minister Plenipotentiary to the United States.

THE STAR-SPANGLED BANNER

O say, can you see by the dawn's early light,
What so proudly we hailed at the twilight's last gleaming?
Whose broad stripes and bright stars, thro' the perilous fight,
O'er the ramparts we watched were so gallantly streaming;
And the rocket's red glare, the bombs bursting in air,
Gave proof thro' the night that our Flag was still there;
O say, does that star-spangled banner yet wave
O'er the land of the free and the home of the brave!

RULE, BRITANNIA!

When Britain first at Heaven's command,
Arose from out the azure main,
This was the charter, the charter of the land,
And guardian angels sang this strain:

“Rule, Britannia! Britannia rules the waves;
Britons never will be slaves!”

The nations not so blest as thee,
Must in their turn to tyrants fall,
While thou shalt flourish, great and free,
The dread and envy of them all.

Rule, Britannia! Britannia rules the waves;
Britons never will be slaves!

Still more majestic shalt thou rise,
More dreadful from each foreign stroke;
As the loud blast, that tears the skies,
Serves but to root thy native oak.

Rule, Britannia! Britannia rules the waves;
Britons never will be slaves!

Thee, haughty tyrants ne'er shall tame;
All their attempts to bend thee down
Will but arouse thy gen'rous flame,
To work their woe, and thy renown.

Rule, Britannia! Britannia rules the waves;
Britons never will be slaves!

To thee belongs the rural reign,
Thy cities shall with commerce shine;
All thine shall be the subject main,
And ev'ry shore it circles, thine.

Rule, Britannia! Britannia rules the waves;
Britons never will be slaves!

The Muses, still with freedom found,
Shall to thy happy coasts repair;
Blest Isle! with matchless beauty crown'd,
And manly hearts to guard the fair.

Rule, Britannia! Britannia rules the waves;
Britons never will be slaves!



SIR EDWARD HOBART SEYMOUR

G. C. B., Order of Merit, Admiral of the Fleet

Born in 1840; entered the Royal Navy in 1852; Commander in 1866; Captain in 1873; Rear-Admiral in 1889; Vice-Admiral in 1895; Admiral in 1901. Served in the Black Sea during the Crimean War, and was present at the bombardment of Odessa, Sebastopol, and Kinburn, 1854-1855, receiving the medal and clasp. Took part in the China War, 1857-1862, and was present at the capture of Canton, and at Fatsan Creek in 1857, and at the taking of the Peisho Forts in 1858, receiving the medal and three clasps. Served on the Coast of Africa in 1870, and was wounded in action. Commanded H.M.S. *Iris* during the Egyptian War of 1882, and received the medal. Appointed Naval Aide-de-camp to Her Majesty Queen Victoria, 1887-1889. Appointed second in command of the Channel Fleet, 1892-1894; Superintendent of Naval Reserves, 1894-1897. Commander-in-Chief on the China Station, 1898-1901. Commanded the Allied Expedition against the Chinese in the Boxer War of 1900, and received the medal and clasp. Appointed Principal Naval Aide-de-camp to His Majesty King Edward VII. Made a Companion of the Bath in 1887, and a Knight Commander in 1897. Has received the Humane Society's medal; the First Class of the Order of the Red Eagle of Prussia, and the First Class of the Spanish Order of Naval Merit.

THE DEATH OF NELSON

*O'er Nelson's tomb, with silent grief oppress,
Britannia mourns her hero, now at rest ;
But those bright laurels ne'er shall fade with years
Whose leaves are watered by a nation's tears.*

'T was in Trafalgar's bay
We saw the Frenchman lay ;
 Each heart was bounding then.
We spurn'd the foreign yoke,
For our ships were British oak
 And hearts of oak our men.
Our Nelson mark'd them on the wave ;
Three cheers our gallant seamen gave,
Nor thought of home and beauty.
Along the line the signal ran :
" England expects that every man
This day will do his duty."

And now the cannons roar
Along th' affrighted shore ;
 Our Nelson led the way,
His ship the *Vict'ry* named !
Long be that vict'ry famed,
 For vict'ry crown'd the day.
But dearly was that conquest bought,
Too well the gallant hero fought,
For England, home, and beauty ;
He cried, as 'midst the fire he ran :
" England shall find that every man
This day will do his duty !"

At last the fatal wound,
Which spread dismay around,
 The hero's breast received :
" Heaven fights on our side !
The day's our own ! " he cried,
 " Now long enough I've lived !
In honour's cause my life I've past,
In honour's cause I fall at last,
For England, home, and beauty."
Thus ending life as he began,
England confess'd that every man
That day had done his duty.



COMMANDER ISAM TAKESHITA

Imperial Japanese Navy

Naval Attaché to the Legation at Washington

THE RED, WHITE, AND BLUE

Oh, Britannia, the pride of the ocean,
The home of the brave and the free,
The shrine of each patriot's devotion,
The world offers homage to thee;
Thy mandates make heroes assemble,
When Liberty's form stands in view;
Thy banners make tyranny tremble,
When borne by the Red, White, and Blue.

When war spread its wide desolation,
And threaten'd the land to deform,
The Ark then of Freedom's foundation,
Britannia rode safe through the storm;

With her garland of victory round her,
So bravely she bore up her crew,
And her flag floated proudly before her,
The boast of the Red, White, and Blue.

The wine cup, the wine cup bring hither,
And fill it up true to the brim;
May the wreath Nelson won never wither,
Nor the star of his glory grow dim;
May the Service united ne'er sever,
But still to their colours prove true:
The Army and Navy forever!
Three cheers for the Red, White, and Blue!

AMERICA

My Country, 'tis of thee,
Sweet land of liberty,
Of thee I sing.
Land where my fathers died,
Land of the Pilgrim's pride,
From ev'ry mountain side
Let Freedom ring!

GOD SAVE THE KING

God save our gracious King,
Long live our noble King,
God save the King!
Send him victorious,
Happy and glorious,
Long to reign over us,
God save the King!

Thy choicest gifts in store
On him be pleased to pour,
Long may he reign!
May he defend our laws,
And ever give us cause
To sing with heart and voice,
God save the King!

RECESSIONAL

(A Victorian Ode)

God of our fathers, known of old —
Lord of our far-flung battle line,
Beneath whose awful hand we hold
Dominion over palm and pine —
Lord God of Hosts, be with us yet,
Lest we forget — lest we forget !

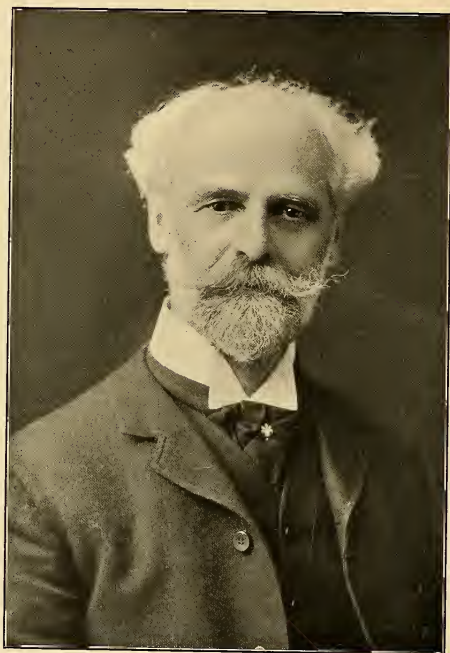
The tumult and the shouting dies —
The Captains and the Kings depart —
Still stands Thine ancient sacrifice,
An humble and a contrite heart.
Lord God of Hosts, be with us yet,
Lest we forget — lest we forget !

Far-called our navies melt away —
On dune and headland sinks the fire —
Lo, all our pomp of yesterday
Is one with Nineveh and Tyre !
Judge of the Nations, spare us yet,
Lest we forget — lest we forget !

If, drunk with sight of power, we loose
Wild tongues that have not Thee in awe —
Such boastings as the Gentiles use,
Or lesser breeds without the Law —
Lord God of Hosts, be with us yet,
Lest we forget — lest we forget !

For heathen heart that puts her trust
In reeking tube and iron shard —
All valiant dust that builds on dust,
And guarding calls not Thee to guard,
For frantic boast and foolish word,
Thy Mercy on Thy People, Lord !

Amen.



FREDERICK C. DE SUMICHRAST

President of the Victorian Club

THE VICTORIAN CLUB

of Boston, Massachusetts

IN the month of June, 1897, the Diamond Jubilee of Queen Victoria was celebrated throughout the British Empire. The British residents in and about Boston were in no way behind their fellow-countrymen in other parts of the world in giving expression to their feelings of patriotism and of personal attachment to the gracious lady who had ruled successfully for so long a period of time.

The splendid demonstration led to the creation of a Club intended "to promote social intercourse among Britons in this city and the discussion of questions, historical and current, affecting the Empire." Dr. S. B. Elliot took the initiative in the matter, and called a meeting at 553 Boylston Street, on November 16, 1897. A second meeting was held on December 14 of the same year, when the British Consul-General, Sir Dominic Colnaghi, delivered an address, and thirty members, in addition to the original twelve, were enrolled, the Club formally established, under the name of THE VICTORIAN CLUB, and a Constitution adopted. Dr. S. B. Elliot was elected the first President of the new organization, and Mr. Frederick C. Older the first Secretary.

The meetings during the year 1898 were held regularly at the Grundmann Studios, the membership continuing to grow steadily, and the purposes of the Club being carried out by the delivery of addresses and the holding of social entertainments.

In the following year the place of meeting was changed to Legion of Honour Hall, 200 Huntington Avenue; and in 1900 the plan of a monthly dinner preceding the meeting was adopted, and met with the most complete success. The meetings were then held at the Hotel Westminster.

The South African War, in which Great Britain became involved, naturally excited the liveliest interest among the British in this community. The Victorian Club, as representing all the nationalities within the Empire, created a General Committee, — on which all the different British organizations within the Commonwealth were represented, — for the purpose of raising a Fund for the Relief of the Sick and Wounded. The Fund was known as "The British South African Patriotic Fund," and the amount raised, over twenty thousand dollars, was paid into the hands of the Lord Mayor of London.

In connection with this fund the Club held a great patriotic meeting in Tremont Temple, on March 5, 1900. G. H. Windeler, President of the Club, occupied the chair, and addresses were delivered by Sir Charles Tupper, Bart., leader of the Liberal-Conservative party in the Dominion House of Commons, Professor F. C. de Sumichrast, and other speakers.

The death of Her Majesty Queen Victoria in 1901, before the war had ended, caused universal mourning, not alone among her innumerable subjects, but throughout the civilized world. The Victorian Club again took the lead in the creation of a special general committee of the various British societies, and arranged for the holding of memorial services on the day of the funeral of the late Queen. On this occasion the kindly good-will and hearty sympathy of the Americans were manifested in the most striking manner, the various churches being freely placed at the disposal of the Committee, and their pastors taking a leading part in honouring the memory of the great and good Queen. The Ancient and Honorable Artillery Company of Massachusetts turned out in full strength to escort the Committee on its march to Trinity Church.

In the course of the next few months the Duke of York and Cornwall, now Prince of Wales, accompanied by the Duchess, proceeded on a long voyage through the over-seas Dominions of the British Empire. As it was decided that the Duke should remain within British territory throughout the voyage, and a visit to the United States was thus out of the question, the Victorian Club sent, along with the other British societies, a delegation to St. John, New Brunswick, under the leadership of H. B. M.'s Consul-General John E. Blunt, C.B., and this delegation presented an address to Their Royal Highnesses on October 17.

In the autumn of 1903 a strong delegation of the Honourable Artillery Company of London, under the command of the Right Honourable the Earl of Denbigh, visited Boston on the invitation of the Ancient and Honorable Artillery Company of Massachusetts, which was desirous of returning the many courtesies which had been extended to it when it had visited England some years previously. Through the kindness of the Massachusetts organization the Victorian Club was enabled to entertain the visitors, and gave them a tally-ho drive through the Boston Park system, with a reception and luncheon at the Country Club, Brookline, generously placed at their disposal by the President and Committee.

On that occasion the President of the Victorian Club, in welcoming Lord Denbigh and the members of his command, summed up the objects and composition of the Club in the following words:—

“The Club is composed in part of native-born citizens of America, sons of British sires; in part of former British subjects, who, though not forgetful of the land of their birth, and bearing to her deep affection, have cast in their lot with the citizens of the United States, have become naturalized, and feel for their adopted country that passionate attachment which it knows so well how to inspire; and, in largest part, of

Britons whom fortune has called here for a time, or for all time, who serve this great Republic in various walks of life to the best of their ability, who admire its successes and honour its people, yet who cannot be swerved or detached from the devoted allegiance they owe their King and the Empire, maintained as they are in these sentiments by an ardent love of the country that gave them birth and all that men value even above life itself, by devoted loyalty to their Sovereign, whose every word, whose every act, since his accession to the exalted position he holds, has proved how eminently fitted he is to rule over freeborn men, and by ineradicable love of that land of home to which their eyes turn from across the far wastes of the gray Atlantic, and to which their steps shall bend when the days of their sojourn here are over.

"The position of this Club is unique among the many British associations which exist in this glorious Commonwealth of Massachusetts, itself founded by Englishmen, — unique in its objects and its composition, for it is essentially the Imperial Club and the natural link between our fellow-countrymen and our American kinsmen. Its purpose is not to benefit its members in any material sense, nor to relieve the wants of stranded Britons, — a task so admirably performed by the old established British Charitable Society, — nor to draw together the men who, afloat or ashore, have served their Sovereign in peace and war, — a duty to which the British Military and Naval Veterans Society devotes itself, and performs so well, — but to stand to the utmost of its power as the promoter of that cordial good feeling and close fellowship between the two great branches of the Anglo-Saxon race, which all earnest, serious, and right-thinking men, living either under the Union Jack or Old Glory, desire to see fostered and confirmed. The Victorian Club of Boston desires to make our country better understood, its generous motives better appreciated by the citizens of this great Republic. It is an Imperial British society, *in full sympathy with the people among whom the lot of its members is cast.* It refrains from taking sides with political parties or political men, either in the Republic or in the Empire, convinced that impartiality in this respect is imposed upon it by courtesy and common sense alike, and that by steadfastly pursuing this line of conduct it can best serve the cause it has at heart — that of international good fellowship."

Among the principal speakers who have addressed the Club at various times are: Rt. Rev. B. B. Ussher, D.D.; J. Murray Kay; Sir J. G. Bourinot, K.C.M.G.; J. Calder Gordon; Prof. S. M. Macvane, Harvard University; Alleyne Ireland, F.R.G.S.; E. B. Drew, Chinese Commissioner, Imperial Maritime Customs; Sir John E. Blunt, late Consul-General; Marshall P. Thompson, Dartmouth College; Hugh Chisholm, of *The Times*; Captain Shawe-Taylor, the promoter of the Conference of Irish Landlords; Archibald R. Colquhoun, F.R.G.S.; J. Mackintosh Bell, F.R.G.S., Director of the Geological Survey of New Zealand; Prof. E. Charlton Black, Boston University; Col. Albert Clarke; Mr. Harvey N. Shepard; B. S. Kimura, President of the Japan Club of Harvard University; Hon. John F. Stairs, M.P.; Sir Frederick Borden, K.C.M.G., Minister of Militia and Defence, Canada; Prof. Leo Wiener, Harvard University; Capt. C. A. P. Talbot, H. B. M. Consul; Capt. W. Wyndham, R.A., H. B. M. Consul; Rev. W. B. King; Major-General Bancroft; René Millet, Ambassador of France; Poulteney Bigelow, etc.

The Officers of the Victorian Club, since its foundation, have been : —

PRESIDENTS

1898 — DR. S. B. ELLIOT	1902 — G. H. WINDELER
1899 — DR. S. B. ELLIOT	1903 — F. C. DE SUMICHRIST
1900 — G. H. WINDELER	1904 — F. C. DE SUMICHRIST
1901 — G. H. WINDELER	1905 — F. C. DE SUMICHRIST

VICE-PRESIDENTS

1898 — REV. J. CUCKSON	
1899 — REV. J. CUCKSON, J. MURRAY KAY, R. PROVAN, A. D. SINCLAIR, T. T. STOKES	
1900 — J. D. ARMITAGE, E. A. LEIGH, E. M. McPHERSON, R. PROVAN, M. CHAMBERLAIN	
1901 — J. D. ARMITAGE, E. A. LEIGH, R. PROVAN, J. H. STARK, M. CHAMBERLAIN	
1902 — R. E. BURNETT, E. A. LEIGH, R. PROVAN, J. H. STARK, M. CHAMBERLAIN	
1903 — R. E. BURNETT, R. PROVAN, M. CHAMBERLAIN, E. A. LEIGH, J. H. STARK	
1904 — R. E. BURNETT, R. PROVAN, T. J. BOWLKER, E. A. LEIGH, J. H. STARK	
1905 — T. J. BOWLKER, F. J. MACLEOD, J. H. STARK	

SECRETARIES

1898 — F. C. OLDER and H. P. WHITMARSH	1902 — T. T. STOKES and F. J. MACLEOD
1899 — R. E. BURNETT and F. W. OLIVER	1903 — F. J. MACLEOD and R. HODGSON
1900 — R. E. BURNETT and F. W. OLIVER	1904 — F. J. MACLEOD and C. S. SKINNER
1901 — R. E. BURNETT and T. T. STOKES	1905 — C. S. SKINNER

TREASURERS

1898 — J. D. ARMITAGE	1902 — J. WYLDE
1899 — A. A. HASERICK	1903 — J. WYLDE
1900 — J. GILCHRIST	1904 — J. WYLDE
1901 — J. WYLDE	1905 — A. A. HASERICK

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PORTRAIT OF NELSON : LITTLE, BROWN, & CO.

HER MAJESTY QUEEN VICTORIA : HUGHES & MULLINS

HIS MAJESTY KING EDWARD VII : LAFAYETTE

HER MAJESTY QUEEN ALEXANDRA : LAFAYETTE

CAPTAIN NELSON : THE EARL OF NELSON

THE *VICTORY* : SYMONDS & CO.

STATUE OF NELSON : H. H. KITSON

CAPTAIN MAHAN, U. S. N. : LITTLE, BROWN, & CO.

SIR HENRY MORTIMER DURAND : ELLIOT & FRY

ADMIRAL SEYMOUR : MAULL & FOX

COMMANDER TAKESHITA : TOWLES

PROFESSOR DE SUMICHRIST : J. E. PURDY & CO.

